

1 Oct 2012 (WoF and CoF)

VIRM: In-service certification (WoF and CoF) update – effective 1 October 2012

List of changes

Note: This VIRM update is electronic only, no printed pages will be issued.

This amendment covers a number of changes to the [Land Transport Rule: Passenger Service Vehicles 1999](#) which came into effect on 1 October 2012. The main changes relate to wheelchair restraints, reducing the risk of fire on rear-engined buses, safety of power-operated doors and driver vision. There are a small number of other minor technical rule changes resulting in minor VIRM changes.

This amendment also includes changes to the dimension requirements, allowing for external cameras on buses and ferry-tie downs.

This amendment does not affect WoF inspections.

Section	Change description	Link to vehicle inspection portal page
Heavy vehicles		
HV 2-2	<p>Table 2-2-3:</p> <p>Width: provision added for excluding left side mounted cameras from width measurement (up to 70mm from sidewall).</p> <p>Length: provision added for excluding ferry tie downs from length measurement (up to 50mm from the front and/or back of the vehicle).</p>	Dimensions
Section	Change description	Link to vehicle inspection portal page
Light PSV		
LPSV 5-5	<p>RfR 3, SoL 1: clearly/clear added, ie the interior of the vehicle (except a stretch limousine) must be clearly seen by the driver either directly or indirectly.</p> <p>RfR 4, SoL 1.b): reworded so that persons in the exterior vicinity of the entrance/exit doors must be clearly seen by the driver, either directly, or indirectly using mirrors or closed circuit cameras.</p> <p>RfR 5, SoL 3: previous closed circuit camera performance criteria, such as switching between screens, have been deleted. The only new requirement is that the screen for a required camera must operate.</p>	PSV drivers vision
LPSV 6-2	<p>RfR 4, SoL 3: “and within direct line of sight” added to read:</p> <p>“4. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except for a left front door alongside and within direct line of sight of the driver, does not have a device that warns the driver if the door is not closed properly.”</p> <p>RfR 9, SoL 9: wording replaced, now allowing an automatic central locking device on a small PSV to lock the doors except when the vehicle is stationary (previously, such devices had to be removed or disabled). There are no specific requirements for large PSVs.</p>	PSV doors and doorways

RfR 17,
SoL 10:
Note 3
added,
to help
assess
what
door
closing
force is
acceptable
for
power
operated
doors
(the
driver
operated
left front
door in
direct
line of
sight of
the
driver is
automatically
acceptable,
as is
any
door
that
opens
automatically
when
finding
an
obstruction).

LPSV 6-3

RfR 2, SoL 3, SoL 8.b): “slip resistant” replaces “non slip” for step and ramp tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process.

[PSV entry and exit steps, ramps and hoists](#)

RfR

5.e)(ii)

and (iii)

added/reworded

to

correct

previous

omission

and for

clarification

regarding

power

operated

wheelchair

ramps,

now

reads:

e) if it is

power

operated,

the

[wheelchair]

ramp:

i. has no

audible

warning

while

the

ramp is

extending

or

retracting,

or

ii. has

no

safety

system

to

prevent

the

vehicle

from

moving

off while

the

ramp is

extended,

or

iii.

cannot

LPSV 6-4	RfR 1, RfR 11: footnotes turned into Note 6 (check emergency exit only if it can be done without causing damage) and Note 5 (about not taking into account sliding dedicated emergency exits) respectively.	<u>PSV emergency exits</u>
	RfR 3, SoL 3: considerable rewording to allow more options for emergency exit operating signage. RfR 3.d) moved to RfR 7.c) (about operating instructions for tilting seats to access a dedicated emergency exit).	
	RfR 4, RfR 8, SoL 4: reworded to cover glass breaking devices other than just hammers.	
LPSV 7-2	RfR 5, SoL 5: reworded to not require a partition, seat or guardrail in front of a seat that is fitted with a seatbelt.	<u>PSV seating</u>
	RfR 8 and 9, SoL 8 and 9: added to require wheelchair restraints for all forward facing wheelchair and occupant positions, and backrest head supports for all rearward facing wheelchair and occupant positions. Retrospective for all PSVs that have entered service as a PSV from 1 July 2000.	
LPSV 7-4	RfR 6.a), SoL 6: “slip resistant” replaces “non slip” for aisle step tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process.	<u>PSV aisles</u>
LPSV 7-9	RfR 5.b), SoL 4.b): added to allow signage to indicate location of extinguisher if extinguisher is not directly visible.	<u>PSV fire protection</u>
	RfR 6, SoL 5: added to allow a fire extinguisher to be located inside a compartment under certain conditions (must have readily removable or breakable cover, clearly displayed instructions on how to access the fire extinguisher, driver must be able to confirm that fire extinguisher is present either by the container being sufficiently transparent, or by having an audible or visual alarm alerting the driver that the extinguisher is not in place when the engine in running).	
LPSV 13-1	RfR 4: “fire resistant” replaces “fire proof” for fire resistant lining in the engine compartment. To align with existing SoL.	<u>Engine and transmission</u>
	SoL 1, SoL 4: reworded to reflect rule about the installation of the engine and the engine compartment, but no effect on existing RfRs.	
LPSV 14-6	Considerable rewording throughout this section to reflect the amended rule which now specifically allows means of securing cargo other than a separate cargo compartment or barrier, which must all be strong enough to hold likely cargo during vigorous maneuvering of the vehicle.	<u>PSV baggage and freight restraints</u>

Section	Change description	Link to vehicle inspection portal page
Heavy PSV		
HPSV 5-5	<p>RfR 3, SoL 1: clearly/clear added, ie the interior of the vehicle must be clearly seen by the driver either directly or indirectly.</p> <p>RfR 4, SoL 1.b): reworded so that persons in the exterior vicinity of the entrance/exit doors must be clearly seen by the driver, either directly, or indirectly using mirrors or closed circuit cameras.</p> <p>RfR 5, SoL 3: previous closed circuit camera performance criteria, such as switching between screens, have been deleted. The only new requirement is that the screen for a required camera must operate.</p>	PSV drivers vision
HPSV 6-2	<p>RfR 5, SoL 3: “and within direct line of sight” added to read:</p> <p>“4. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except for a left front door alongside and within direct line of sight of the driver, does not have a device that warns the driver if the door is not closed properly.”</p> <p>RfR 10, SoL 10: wording replaced, now allowing an automatic central locking device on a small PSV to lock the doors except when the vehicle is stationary (previously, such devices had to be disabled or removed). There are no specific requirements for large PSVs.</p> <p>RfR 20, SoL 11: Note 3 added, to help assess what door closing force is acceptable for power operated doors (the driver operated left front door in direct line of sight of the driver is automatically acceptable, as is any door that opens automatically when finding an obstruction).</p>	PSV doors and doorways
HPSV 6-3	<p>RfR 4, SoL 5, SoL 10.b): “slip resistant” replaces “non slip” for step and ramp tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process.</p>	PSV entry and exit steps, ramps and hoists

RfR

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moving

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<p>HPSV 6-4</p>	<p>RfR 1, RfR 11: footnotes turned into Note 6 (check emergency exit only if it can be done without causing damage)and Note 5 (about not taking into account sliding dedicated emergency exits) respectively.</p>	<p><u>PSV emergency exits</u></p>
<p>RfR 3, SoL 3: considerable rewording to allow more options for emergency exit operating signage. RfR 3.d) moved to RfR 7.c) (about operating instructions for tilting seats to access a dedicated emergency exit).</p>		
<p>RfR 4, RfR 8, SoL 4: reworded to cover glass breaking devices other than just hammers.</p>		
<p>HPSV 7-2</p>	<p>RfR 5, SoL 5: reworded to not require a partition, seat or guardrail in front of a seat that is fitted with a seatbelt or facing a longitudinal aisle (eg the rearmost centre seat looking down the bus' centre aisle).</p>	<p><u>PSV seating</u></p>
<p>RfR 6, SoL 6: Note 4 added to allow folding sideways facing seats in areas where seated passengers give up their seats to make way for wheelchairs or push chairs are not required to be fitted with armrests if that row of seats is no more than 1.8m wide.</p>		
<p>RfR 8 and 14, SoL 8 and 13:"tilted" or "tilting" added to allow for tilting as well as folding seats fitted in stairwells behind the front axle(includes those seats that are fitted over the top of a stairwell that tilt away to allow access to the stairwell).</p>		
<p>RfR 9 and 10, SoL 10 and 11: added to require wheelchair restraints for all forward facing wheelchair and occupant positions, and backrest head supports for all rearward facing wheelchair and occupant positions. Retrospective for all PSVs that have entered service as a PSV from 1 July 2000.</p>		
<p>HPSV 7-4</p>	<p>RfR 6.a), SoL 6: "slip resistant" replaces "non slip" for aisle step tread surfaces. The new word is more realistic and aligns with overseas terminology, will not affect the current assessment process.</p>	<p><u>PSV aisles</u></p>
<p>HPSV 7-9</p>	<p>RfR 5.b), SoL 4.b): added to allow signage to indicate location of extinguisher if extinguisher is not directly visible.</p>	<p><u>PSV fire protection</u></p>
<p>RfR 6, SoL 5: added to allow an extinguisher to be located inside a compartment under certain conditions (must have readily removable or breakable cover, clearly displayed instructions on how to access the fire extinguisher, driver must be able to confirm that fire extinguisher is present either by the container being sufficiently transparent, or by having an audible or visual alarm alerting the driver that the extinguisher is not in place when the engine in running).</p>		

HPSV 12-2	<p>Heavy PSV towbar requirements are now contained in the Heavy vehicle towbar section. New RfR 1 and SoL1 to state that a HPSV towbar must not have a maximum towed mass exceeding 3500kg.</p>	<u>Towbar</u>
HPSV 13-1	<p>RfR 4: “fire resistant” replaces “fire proof” for fire resistant lining in the engine compartment. To align with existing SoL.</p> <p>SoL 1, SoL 4 reworded, and SoL 5 added, to reflect rule about the installation of the engine and the engine compartment, but no effect on existing RfRs.</p>	<u>Engine and transmission</u>
HPSV 13-4	<p>RfR 4, SoL 5: new battery requirements for PSVs entering service from 1 October 2012 that have an engine behind the front axle: all batteries must be secured and easily accessible, and battery terminals and leads must be protected against the risk of short circuit.</p>	<u>Electrical wiring</u>
HPSV 14-6	<p>Considerable rewording throughout this section to reflect the amended rule. One basic requirement that baggage and freight must be secured or contained to protect persons from possible movement, eg a compartment, barrier or securing device is unlikely to be strong enough to hold likely cargo during vigorous maneuvering of the vehicle.</p>	<u>PSV baggage and freight restraints</u>